

CLASSIFICATION		SECRET/	25X1
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COUNTRY	East Germany	REPORT	
OPIC	Jueterbog Airfield		25X1
VALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	15 September 1955 25X1
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	6 sketches, with legends 25X1
REMARKS			
This is UNEVALUATED Information			

1. In early July 1955, Jueterbog airfield was occupied by at least 50 MiG-17s and a few MiG-15s and U-MiG-15s. The aircraft of the alert flight were also MiG-17s. It is believed that there were more MiG-17s stationed at the field, but it could not definitely be determined since not all of the aircraft were towed out of the hangars.<sup>1</sup> 25X1
2. Major Klavdeyev (fnu) technical chief of the repair hangar, was once observed holding a large book or portfolio of blue cardboard, approximately 30 x 42 cm, about 1 cm thick and with a white label bearing the Cyrillic letters "MiG-17".<sup>2</sup>
3. The following detailed observations were made on the MiG-17s:
- Jet of fire at air exhaust aperture: It was repeatedly observed that a light yellow jet of fire 60 to 100 cm long emerged from the exhaust aperture of a MiG-17 that was flying at full speed. This jet of fire was not observed on all aircraft. It was seen sometimes even in bright sunshine. At darkness, the jet of fire was about 1 meter long and had a white yellowish color.<sup>3</sup>
  - Antenna masts: An antenna mast, about 30 cm high and 2 to 3 cm thick at the foot, was fitted just behind the cabin. The mast which pointed laterally to the starboard had a silvery color like the fuselage of the aircraft. No antenna wires were seen extending from this mast to the rudder or another place on the aircraft. Another small rod was fitted perpendicular and about 1.5 meters aft of the mast on the upper side of the fuselage. This rod was black, about 15 cm high and 2 cm thick at the most. No wires were observed on the rod.<sup>4</sup>
  - Pilot's cabin: The cabin had about the same shape and location in the fuselage as the cabin of the MiG-15. The middle section of the glass roof slid to the rear. The fixed front section of the cabin was a windshield which was supported by 2 high struts. Behind the sliding section was a rear glass section without struts that had about the same length as the front and middle sections together. The pilot's head could be seen in the middle section. Unidentified devices were seen behind the pilot's head rest.<sup>5</sup>
  - Wings: The wings of the MiG-17 were of another shape than those of the MiG-15. The wing roots were considerably longer. The root of the leading edge was more to the fore. This observation was confirmed by the fact that the aluminum ladder which was used by the pilot and other crew members who had to enter the pilot's cabin was not resting against the fuselage as had been previously observed on MiG-15s, but was instead against the leading edge of the wing near the fuselage. The root of the leading edge of the wing on the MiG-15 was approximately located in line with the mid-cabin, while this root on the MiG-17 was approximately in line with the leading edge of the cabin roof. The wing

CLASSIFICATION

SECRET/NOFORN

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25X1

SECRET/  
NOFORN

- 2 -

tips were rounded off. Three boundary layer fences were on the upper side of the wings. One fence was near the fuselage and the other two in the middle of the wings. One pilot tube was fitted at the leading edge of each wing tip.<sup>5</sup>

- e. Landing gear: The landing gear on the MiG-17 had the same shape as that of the MiG-15.<sup>5</sup>
- f. Rudder assembly: The rudder assembly did not project high above the fuselage as was characteristic for the MiG-15, but the trailing edge of the rudder assembly extended toward the end of the fuselage covering.<sup>5</sup>
- g. Air exhaust: The black air-exhaust tube was seen for a length of about 15 cm. at the end of the fuselage. The fuselage covering terminated before the end of the tube; the interval between the covering and the tube was clearly visible. The end of the air-exhaust tube was cut off straight, while the end of the fuselage covering had a curved shape which formed a sort of roof over the tube. The fuselage covering also projected slightly beyond the end of the tube on the underside of the fuselage.<sup>6</sup>
- h. Aperture in side of fuselage: A perpendicular aperture, 15 x 35 cm. large, was observed in the side of the fuselage about 25 cm. in front of the end of the fuselage covering. This aperture could apparently be opened and closed by 5 louver boards. These devices were repeatedly observed on the port side of various aircraft. It could not be determined if these louver boards were also fitted on the starboard side. After the landing of some aircraft, it was observed that the section of the fuselage between the aperture and the fuselage end was very sooty and that the soot was immediately removed.<sup>7</sup>
- i. Brake flaps: The brake flaps on the MiG-17 had another shape than those on the MiG-15. They were about 30 cm. high, 60 cm long and fitted on both sides of the fuselage end, about 30 cm. in front of the louver boards. The flaps were supported against the airflow by a strutting which projected from that section of the fuselage which was hidden behind the flaps.<sup>5</sup>
- j. Bulge on side of fuselage: A bulge 10 to 15 cm. in diameter and 2 to 3 cm. high was observed at the port side of the fuselage approximately in the middle between the wings and the end of the fuselage, possibly in line with the small rod on the upper side of the fuselage. Streamlined profiles were at the front and rear edges, apparently for the purpose of favorably directing the airflow. The bulge had no opening. It could not be determined if a similar bulge was also on the starboard side of the fuselage.<sup>8</sup>

- 4. The alert formation consisted of 4 or sometimes 5 jet fighters. Since that time when the alert MiG-15s were replaced by MiG-17s, the alert formation has mostly been parked at the eastern end of the runway so that the aircraft could directly taxi onto the runway to the take-off point. The alert aircraft were replaced every 2 or 3 days by aircraft from the northern or western hangars. The following vehicles were parked next to the alert aircraft:
  - 1 starting carriage, a large sedan with the superstructure of a supply truck
  - 2 starting carriages the size of tractors that had to be towed by jeeps or trucks.
  - The 3 starting carriages were connected to the aircraft by hoses or cables which were stuck into the fuselage on the port side, just in front of the wings. The pin-point location of the hole could not be determined. It could not be determined if there was a second connection to the fourth or fifth aircraft.
  - 1 living van, a semi-trailer with a box-like superstructure with windows; this trailer housed the pilots and maintenance personnel of the alert aircraft
  - 1 three-axle tank truck with trailer
  - 1 radio truck with umbrella-type antenna
  - 1 starting carriage, a truck with a box-like superstructure and a glass cupola on the roof.<sup>9</sup>

SECRET/  
NOFORN

SECRET/  
NOFORN

- 3 -

25X1

5. When a jet fighter was towed out of the hangar to the take-off point or dispersal area, it was always manned by an officer who wore a flying suit but no helmet. The officer, who usually was a lieutenant, was still sitting in the plane when the engine was started. He turned the aircraft over to the pilot when it was ready for take-off. The pilots who came on a truck or on foot from the quartering buildings wore leather jackets and vizor caps. They entered the large semi-trailer which was similar to a van, parked near the lined-up aircraft. When leaving the semi-trailer, the pilots wore leather trousers and leather caps. They entered the aircraft and, after 2 to 5 minutes, the aircraft took off. The individual officers who were seen sitting in the aircraft apparently always operated the same aircraft.<sup>10</sup>
6. The exchange of aircraft tires was not observed at Justerbog airfield.
7. During the take-off by aircraft, in particular by jet fighters, a mobile control station with a glass cupola for viewing the landing field was observed south of the middle section of the runway. Two or 3 men were seen sitting on chairs on the roof of the truck, probably because of the great heat. When an aircraft taxied on the runway, one man in the mobile control station waved a red flag up and down. Upon this signal, the aircraft took off. When 2 jet fighters were parked lateral and aft of each other at the take-off point, this signal was given to both aircraft. When 4 or more aircraft were parked there, the signal was simultaneously given for 2 aircraft in succession. It was once observed that the man with the red flag rushed on to the runway when 2 jet fighters were parked at the take-off point. The man waved the flag to the right and left side. Thereupon the two aircraft immediately turned to the south and taxied on to the grass next to the runway. As soon as the runway was vacated, a jet fighter landed, immediately taxied to the hangar, and did not participate in any further air activity.<sup>11</sup>
8. [REDACTED]
9. During the air activity by several aircraft, a radio truck with a box-like superstructure was recently observed being parked south of the eastern end of the runway. A mast 3 to 5 meters high and with an umbrella-type antenna on top was fitted on the rear end of the truck roof.<sup>12</sup>
10. In early July 1955, a laboratory was established at the northern side of the repair hangar. This laboratory which was used by an air force officer was possibly a photographic laboratory.<sup>13</sup>
11. A barrier was established both between the western hangars and west of the flight control station.<sup>14</sup>
1. [REDACTED] Comment. As observed previously, the two fighter regiments at Justerbog airfield are apparently fully equipped with MiG-17s. [REDACTED] The beginning of reequipment operations became known in early March 1955. [REDACTED]

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SECRET/  
NOFORN

SECRET,  
NOFORN

- 4 -

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2.  Comment. A MiG-17 manual was observed previously.  For sketch of front side of manual, see Annex 1. 25X1
3.  Comment. It must be assumed that the jet engine of the MiG-17 has an afterburner. 25X1
4.  Comment. The antenna masts have been confirmed. See Annex 2. 25X1
5.  Comment. The features observed on the MiG-17s were reported previously. See Annexes 3 and 4. 25X1
6.  Comment. The curved shape of the fuselage end of the MiG-17 is reported for the first time. For sketch, see Annex 5. 25X1
7.  Comment. The ventilation flap with louver boards at the tail of the MiG-17 is reported for the first time and cannot be explained. For sketch, see Annex 5. 25X1
8.  Comment. The statement on a bulge at the port side of the fuselage of the MiG-17 does not agree with available information. 25X1
9.  Comment. This is the first information that MiG-17s formed an alert formation. This measure was expected along with the increased number of MiG-17s. On most fighter airfields, brick alert ~~shacks~~ or small buildings are in existence near the site of the alert aircraft. The other statements on the equipment have repeatedly been reported. 25X1
10.  Comment. The technical ground personnel repeatedly included engineers who were officers and who apparently are responsible for the maintenance work on the aircraft. The living van parked near the aircraft which were involved in air activity was observed for the first time. 25X1
11.  Comment. It has been previously assumed that the take-off order was transmitted by voice-radio traffic on VHF and that the mobile control station was parked near the take-off point for better sighting aircraft aloft and taxiing on the ground. The waving of flags as take-off signal had formerly been observed at the take-off point. 25X1
12.  Comment. Radio trucks have repeatedly been observed near the take-off point at the airfields. 25X1
13.  Comment. The establishment of a laboratory is reported for the first time. 25X1
14.  Comment. A reinforcing of the security measures on and around the airfields has been repeatedly reported during the last months. For location of barriers, see Annex 6. 25X1

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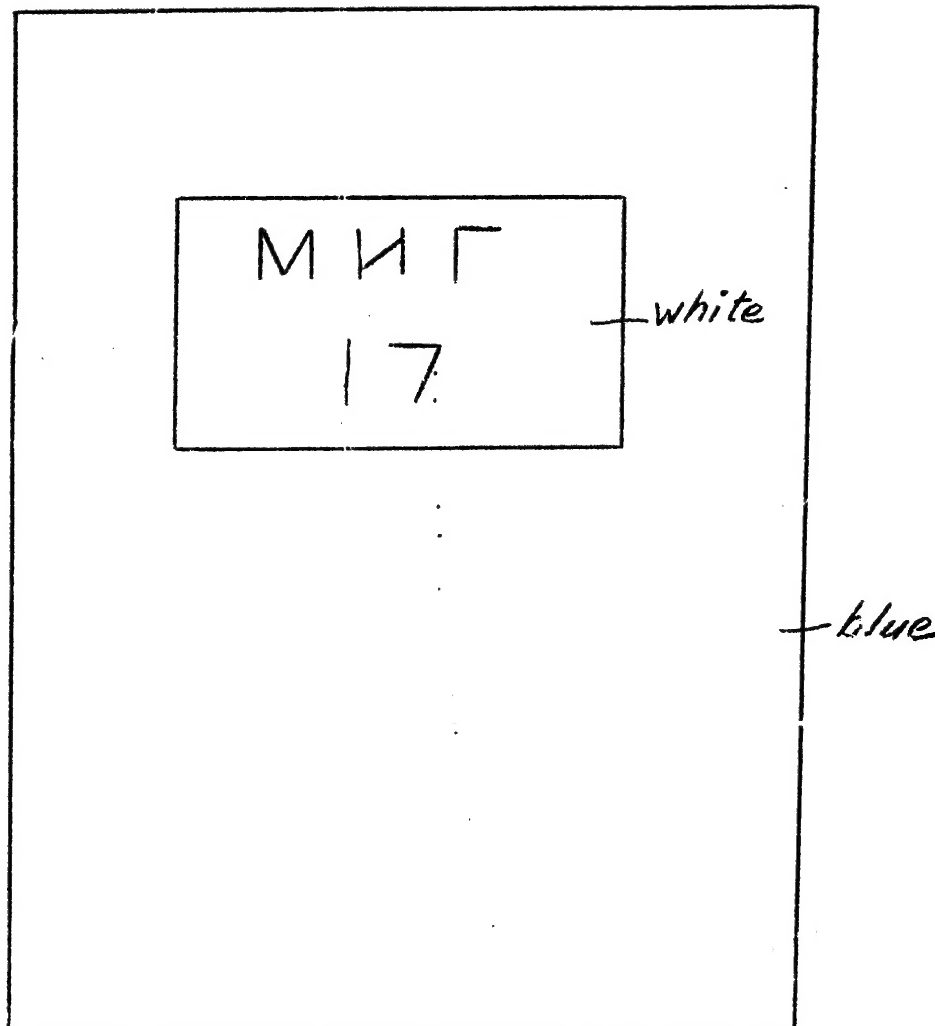
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Annex 1



Front Side of Portfolio Bearing Cyrillic Inscription "MIG-17"

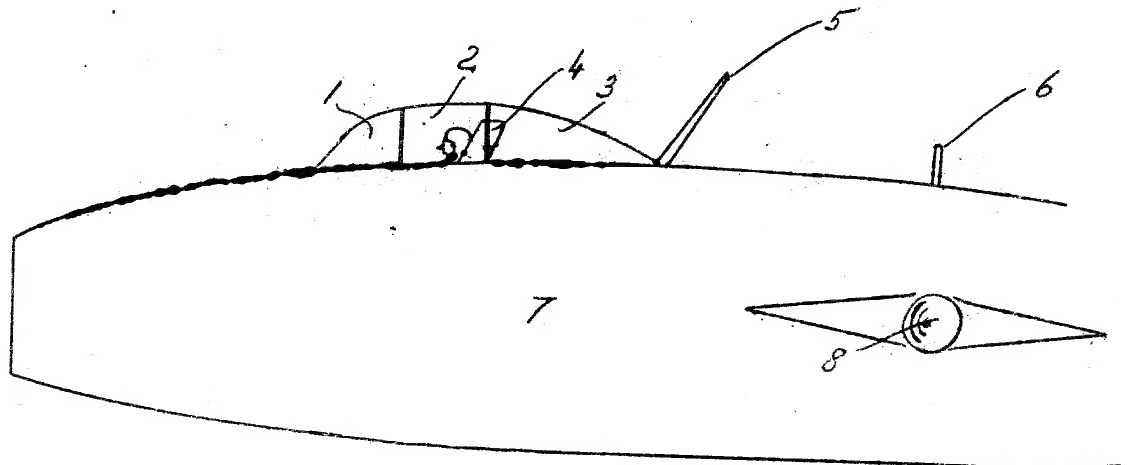
Observed at Jueterbog Airfield



SECRET  
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Annex 2

Front Section of Fuselage of MiG-17 Observed at Jueterbog Airfield



For legend, see next page.

SECRET  
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Legend to Annex 2

25X1

25X1

- 2 -

Fuselage of MiG-17 Observed at Jueterbog Airfield

- 1 Front section of plexiglass hood
- 2 Sliding middle section of hood
- 3 Rear section of hood
- 4 Pilot's seat
- 5 Antenna rod, about 30 cm. long
- 6 Antenna rod, about 15 cm. long
- 7 Fuselage
- 8 Bulge-shaped device on fuselage

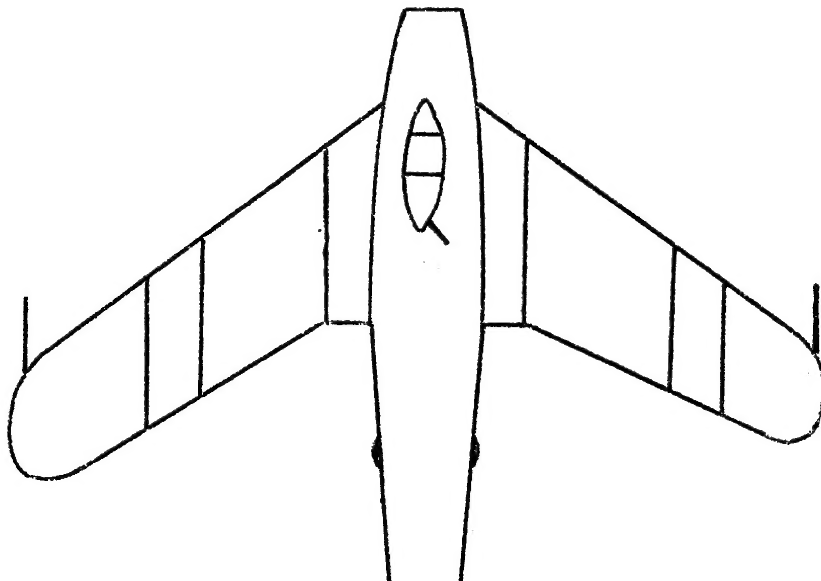
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Top View of MiG-17 Observed at Justerbog Airfield



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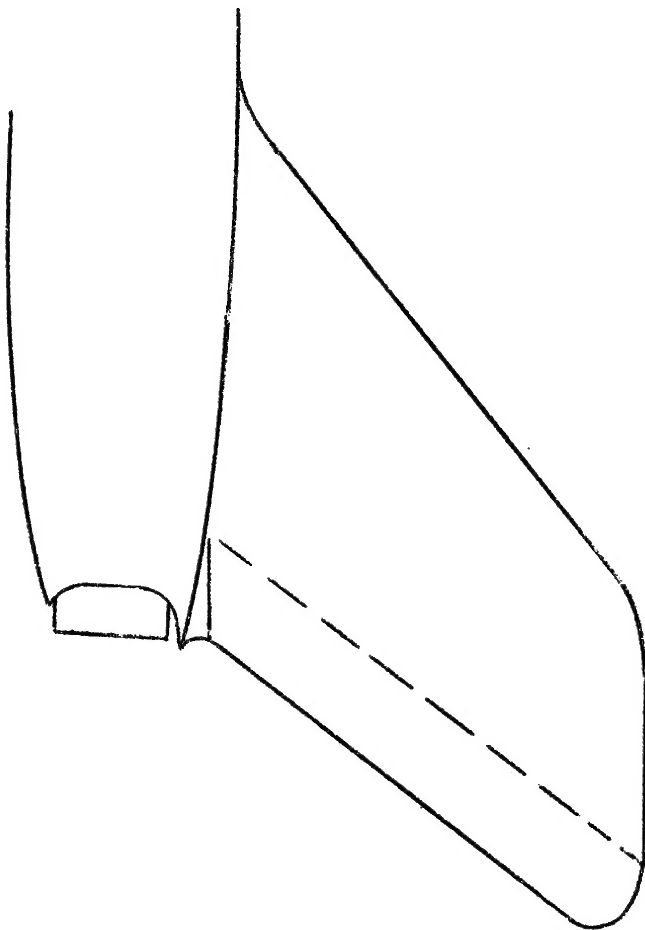
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Annex 4

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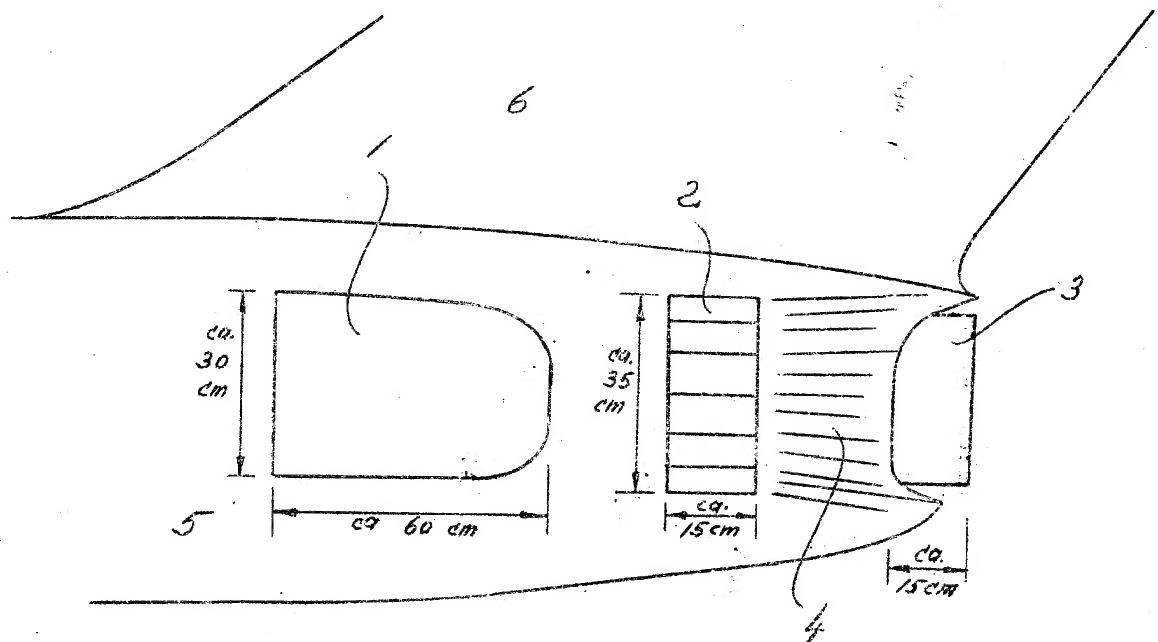
Section of MiG-17 Observed at Jueterbog Airfield



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Annex 5

Rear Section of MiG-17 Fuselage Observed at Jueterbog Airfield



For legend, see next page.

SECRET  
NOFORN

Legend to Annex 5

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Rear Section of Fuselage of MiG-17 Observed at Justerbog Airfield

- 1 Brake flap
- 2 Louver board
- 3 Jet end
- 4 End of fuselage with sooty section
- 5 Fuselage
- 6 Fixed tail surface

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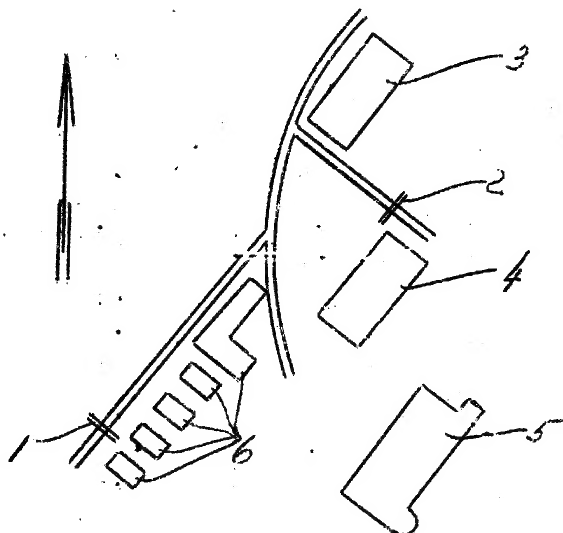
Annex 6

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Northwestern Section of Jueterbog Airfield

Legend:

- 1 and 2 Barriers
- 3 and 4 Hangars
- 5 Hangar with flight control station
- 6 Quarters buildings



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